

DA [Signature]

PETITION FOR REVIVAL OF AN APPLICATION FOR PATENT ABANDONED UNINTENTIONALLY UNDER 37 CFR 1.137(b)		Docket Number (Optional) 81044221
First named inventor: Lawrence Stopczynski		
Application No.:	10/813,726	Art Unit:
Filed:	3/31/04	Examiner:
Title:	COLLISION MITIGATION SYSTEM	
Attention: Office of Petitions Mail Stop Petition Commissioner for Patents P.O. Box 1450 Alexandria, VA 22313-1450 FAX (703) 872-9306		
NOTE: If information or assistance is needed in completing this form, please contact Petitions Information at (703) 305-9282.		
The above-identified application became abandoned for failure to file a timely and proper reply to a notice or action by the United States Patent and Trademark Office. The date of abandonment is the day after the expiration date of the period set for reply in the office notice or action plus an extensions of time actually obtained.		
APPLICANT HEREBY PETITIONS FOR REVIVAL OF THIS APPLICATION		
NOTE: A grantable petition requires the following items: (1) Petition fee; (2) Reply and/or issue fee; (3) Terminal disclaimer with disclaimer fee - required for all utility and plant applications filed before June 8, 1995; and for all design applications; and (4) Statement that the entire delay was unintentional.		
1. Petition fee <input type="checkbox"/> Small entity-fee \$ _____ (37 CFR 1.17(m)). Applicant claims small entity status. See 37 CFR 1.27. <input checked="" type="checkbox"/> Other than small entity - fee \$ <u>1,500.</u> (37 CFR 1.17(m))		
2. Reply and/or fee A. The reply and/or fee to the above-noted Office action in the form of <u>Response to Missing Parts</u> (identify type of reply): <input type="checkbox"/> has been filed previously on _____ <input checked="" type="checkbox"/> is enclosed herewith. B. The issue fee and publication <u>missing parts</u> fee (if applicable) of \$ <u>130.</u> <input type="checkbox"/> has been paid previously on _____ <input checked="" type="checkbox"/> is enclosed herewith.		

[Page 1 of 2]

This collection of information is required by 37 CFR 1.137(b). The information is required to obtain or retain a benefit by the public which is to file (and by the USPTO to process) an application. Confidentiality is governed by 35 U.S.C. 122 and 37 CFR 1.11 and 1.14. This collection is estimated to take 1.0 hour to complete, including gathering, preparing, and submitting the completed application form to the USPTO. Time will vary depending upon the individual case. Any comments on the amount of time you require to complete this form and/or suggestions for reducing this burden, should be sent to the Chief Information Officer, U.S. Patent and Trademark Office, U.S. Department of Commerce, P.O. Box 1450, Alexandria, VA 22313-1450. DO NOT SEND FEES OR COMPLETED FORMS TO THIS ADDRESS. SEND TO: Mail Stop Petition, Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450.

If you need assistance in completing the form, call 1-800-PTO-9199 and select option 2.

Under the Paperwork Reduction Act of 1995, no persons are required to respond to a collection of information unless it displays a valid OMB control number.

3. Terminal disclaimer with disclaimer fee

☒ Since this utility/plant application was filed on or after June 8, 1995, no terminal disclaimer is required.

☐ A terminal disclaimer (and disclaimer fee (37 CFR 1.20(d)) of \$ _____ for a small entity or \$ _____ for other than a small entity) disclaiming the required period of time is enclosed herewith (see PTO/SB/63).

4. STATEMENT: The entire delay in filing the required reply from the due date for the required reply until the filing of a grantable petition under 37 CFR 1.137(b) was unintentional. [NOTE: The United States Patent and Trademark Office may require additional information if there is a question as to whether either the abandonment or the delay in filing a petition under 37 CFR 1.137(b) was unintentional (MPEP 711.03(c), subsections (III)(C) and (D)).]

WARNING: Information on this form may become public. Credit card information should not be included on this form. Provide credit card information and authorization on PTO-2038.

F. A. MacKenzie
Signature

6/8/05
Date

Frank A. MacKenzie

Typed or printed name

Ford Global Technologies, LLC

One Parklane Blvd. - 600 Parklane East

Address

Dearborn, MI 48126

Address

42,826

Registration Number, if applicable

(313) 323-2024

Telephone Number

Enclosures: ☒ Fee Payment

☒ Reply

☐ Terminal Disclaimer Form

☐ Additional sheets containing statements establishing unintentional delay

☐ Other: _____

Please charge any cost(s) incurred in the filing of this Petition, along with any other cost(s), to Deposit Account 06-1510. If there are insufficient funds in this account, please charge the fees to Deposit Account to 06-1500.

CERTIFICATE OF MAILING OR TRANSMISSION [37 CFR 1.8(a)]

I hereby certify that this correspondence is being:

☒ Deposited with the United States Postal Service on the date shown below with sufficient postage as first class mail in an envelope addressed to: Mail Stop Petition, Commissioner for Patents, P. O. Box 1450, Alexandria, VA 22313-1450.

☐ Transmitted by facsimile on the date shown below to the United States Patent and Trademark Office as (703) 872-9306.

6/8/05
Date

Saundra M. Lewis
Signature

SAUNDRA M. LEWIS

Typed or printed name of person signing certificate

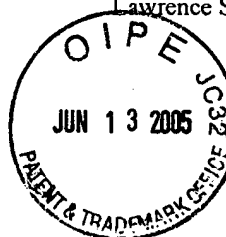


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APPLICATION NUMBER	FILING OR 371 (c) DATE	FIRST NAMED APPLICANT	ATTORNEY DOCKET NUMBER
10/813,726	03/31/2004	Lawrence Stopczynski	81044221

022844
 FORD GLOBAL TECHNOLOGIES, LLC.
 SUITE 600 - PARKLANE TOWERS EAST
 ONE PARKLANE BLVD.
 DEARBORN, MI 48126



CONFIRMATION NO. 5130

FORMALITIES LETTER



OC000000013112457

Date Mailed: 06/30/2004

due 8/30/04

NOTICE TO FILE CORRECTED APPLICATION PAPERS

Filing Date Granted

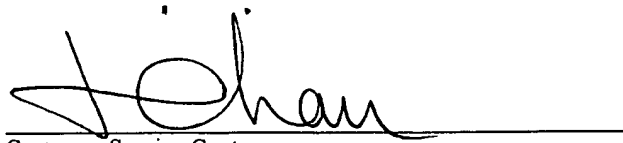
An application number and filing date have been accorded to this application. The application is informal since it does not comply with the regulations for the reason(s) indicated below. Applicant is given TWO MONTHS from the date of this Notice within which to correct the informalities indicated below. Extensions of time may be obtained by filing a petition accompanied by the extension fee under the provisions of 37 CFR 1.136(a).

The required item(s) identified below must be timely submitted to avoid abandonment:

- Replacement drawings in compliance with 37 CFR 1.84 and 37 CFR 1.121 are required. The drawings submitted are not acceptable because:
 - More than one figure is present and each figure is not labeled "Fig." with a consecutive Arabic numeral (1, 2, etc.) or an Arabic numeral and capital letter in the English alphabet (A, B, etc.)(see 37 CFR 1.84(u)(1)). See Figure(s) ALL.
- Replacement claim(s) commencing on a separate sheet in compliance with 37 CFR 1.75(h) and 1.121 is required.
- A replacement abstract commencing on a separate sheet in compliance with 37 CFR 1.72(b) and 37 CFR 1.121 is required.

Replies should be mailed to: Mail Stop Missing Parts
 Commissioner for Patents
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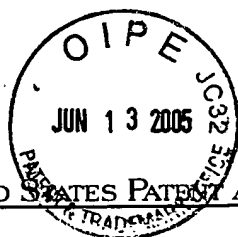
*A copy of this notice **MUST** be returned with the reply.*

A handwritten signature in black ink, appearing to read "J. Chan", is written over a horizontal line.

Customer Service Center

Initial Patent Examination Division (703) 308-1202

PART 1 - ATTORNEY/APPLICANT COPY



UNITED STATES PATENT AND TRADEMARK OFFICE

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APPLICATION NUMBER	FILING OR 371(C) DATE	FIRST NAMED APPLICANT	ATTY. DOCKET NO./TITLE
10/813,726	03/31/2004	Lawrence Stopczynski	81044221

CONFIRMATION NO. 5130

22844

FORD GLOBAL TECHNOLOGIES, LLC.
SUITE 600 - PARKLANE TOWERS EAST
ONE PARKLANE BLVD.
DEARBORN, MI 48126

RECEIVED

MAR 16 2005

FORD GLOBAL TECHNOLOGIES, INC

ABANDONMENT/TERMINATION
LETTER

OC000000015454781

Date Mailed: 03/14/2005

NOTICE OF ABANDONMENT UNDER 37 CFR 1.53 (f) OR (g)

The above-identified application is abandoned for failure to timely or properly reply to the Notice to File Missing Parts (Notice) mailed on 06/30/2004.

- No reply was received.

If a complete reply to the notice was previously filed by applicant within the time period set forth in the notice, applicant may request for reconsideration of the holding of abandonment within 2 months from the mailing of this notice of abandonment by filing a petition to withdraw the holding of abandonment under 37 CFR 1.181(a). No petition fee is required. The petition must be accompanied by a true copy of the originally filed reply and the item (s) identified in one of the following:

1. A properly itemized date-stamped postcard receipt (see MPEP § 503);
2. If the originally filed reply included a certificate of mailing or transmission in compliance with 37 CFR 1.8(a), a copy of the certificate of mailing or transmission and a statement in compliance with 37 CFR 1.8(b) (see MPEP §§ 512); or
3. If the reply was filed via Express Mail, a submission satisfying the requirements of 37 CFR 1.10(e) including, for example, a copy of the Express Mail mailing label showing the "date-in" (see MPEP § 513).

Any petition to withdraw the holding of abandonment should be directed to OIPE.

If applicant did not previously file a complete reply within the time period set forth in the notice, applicant may file a petition to revive the application under 37 CFR 1.137.

Under 37 CFR 1.137(a), a petition requesting the application be revived on the grounds of **UNAVOIDABLE DELAY** must be filed promptly after the applicant becomes aware of the abandonment and such petition must be accompanied by: (1) an adequate showing of the cause of unavoidable delay; (2) the required reply to the above-identified Notice; (3) the petition fee set forth in 37 CFR 1.137(i); and (4) a terminal disclaimer if required by 37 CFR 1.137(d). See MPEP § 711.03(c) and Form PTO/SB/61.

Under 37 CFR 1.137(b), a petition requesting the application be revived on the grounds of **UNINTENTIONAL DELAY** must be filed promptly after applicant becomes aware of the abandonment and such petition must be accompanied by: (1) a statement that the entire delay was unintentional; (2) the required reply to the above-

identified Notice; (3) the petition fee set forth in 37 CFR 1.17(m); and (4) a terminal disclaimer if required by 37 CFR 1.137(d). See MPEP § 711.03(c) and Form PTO/SB/64.

Any questions concerning petitions to revive should be directed to the "Office of Petitions" at (703) 305-9282. Petitions should be mailed to: Mail Stop Petitions, Commissioner for Patents, P.O. Box 1450, Alexandria VA 22313-1450.

*A copy of this notice **MUST** be returned with the reply.*

Z. Moyness

Customer Service Center

Initial Patent Examination Division (703) 308-1202

PART 1 - ATTORNEY/APPLICANT COPY

10/813,726
Attorney Docket No.: 81044221

Customer No. 022844

PATENT

☒ OFFICIAL
☐ UNOFFICIAL

IN THE UNITED STATES PATENT AND TRADEMARK OFFICE

Applicant(s): Stopczynski

Serial No: 10/813,726

Filed: 31 March 2004

Title: COLLISION MITIGATION SYSTEM

☒ CERTIFICATE OF MAILING/TRANSMISSION (37 C.F.R. § 1.8(a))

I hereby certify that this correspondence is, on the date shown below, being:

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6/8/05
Date

Sandra M. Lewis
Sandra M. Lewis

Mail Stop Missing Parts
Commissioner for Patents
P.O. Box 1450
Alexandria, VA 22313-1450

LETTER

Sir:

The attached Notice of Missing Parts stated that the application required replacement drawings and replacement claims and abstract. Attached please find replacement drawings, and a revised Specification. Please charge the missing parts fees to deposit account no. 06-1510.

If deposit account no. 06-1510 lacks sufficient funds, the Commissioner is authorized to charge deposit account no. 06-1505.

Respectfully submitted,

A handwritten signature in black ink, appearing to read "F.A. MacKenzie", with a stylized flourish at the end.

Frank MacKenzie

Registration No. 42,826

Attorney for Applicant(s)

Date: 6/6/2005

Ford Global Technologies, LLC

600 Parklane Towers East

Dearborn, Michigan 48126

Phone: (313) 323-2024

Fax: (313) 322-7162

81044221

COLLISION MITIGATION SYSTEM

Background of Invention

[0001] The present invention relates, generally, to the field of pre-crash sensing systems for automotive vehicles and, more specifically, to automotive pre-crash sensing methods and apparatuses having countermeasure attributes associated therewith.

[0002] Auto manufacturers are investigating radar, lidar, and vision-based pre-crash sensing systems to improve occupant safety. Current vehicles typically employ accelerometers that measure decelerations acting on the vehicle body in the event of a crash. In response to the accelerometer measurements, braking, acceleration and other countermeasure systems are employed.

[0003] In certain crash situations, it would be desirable to provide information about potential collisions before forces actually act upon the vehicle in order to manipulate the operation of the vehicle and thus, reduce the impact of a collision. One example where such a system would be beneficial is a situation involving a frontal and rear impact situation occurring at relatively the same incident.

[0004] U.S. Patent No. 6,105,507 for an amusement park ride attraction discloses a vehicle bumper system which utilizes front and rear sensors to allow a vehicle to accelerate or decelerate to simulate either a frontal or rear collision. A vehicle braking system and an acceleration system are controlled by a programmable controller for actuating the braking and accelerator systems in response to a simulated frontal or rear collision occurring in order to simulate the effects of a physical impact for amusement purposes.

[0005] While U.S. Patent No. 6,105,507 is suitable for its intended purpose for amusement park rides, it does not address mitigating the combined magnitude of potential dual collision events. It would be desirable to provide a system that takes into consideration the combined magnitude of the collision events in a dual pre-crash situation in order to deploy associated countermeasure attributes for mitigating the effects of multiple collisions.

Summary of Invention

[0006] Briefly described, the present invention comprises a system, including apparatuses and methods that integrate a pre-crash sensor for sensing first and second detection zones with pre-crash sensor logic for the deployment of countermeasure attributes.

[0007] More particularly, in a first form, the present invention provides an automotive collision mitigation system. In one aspect of the present invention, at least one sensor is provided for sensing a first detection zone and a second detection zone. A controller then determines at least one countermeasure attribute responsive to the at least one sensor.

[0008] Therefore, the present invention applies pre-crash countermeasure attributes to reduce the combined magnitude of primary and secondary potential impacts on a vehicle for the purpose of reducing the potential for occupant injury.

[0009] Other advantages of the present invention will become apparent upon reading and understanding the present specification when taken in conjunction with the appended drawings.

Brief Description of Drawings

[0010] The invention will be more readily understood from a reading of the following specifications and by reference to the accompanying drawings forming a part thereof, wherein an example of the invention is shown and wherein:

Fig. 1 displays a block diagram of an automotive collision mitigation system according to the present invention.

[0011] Fig. 2 displays a dual pre-crash situation response according to the present invention.

[0012] Fig. 3 displays a flowchart representation of pre-crash logic for a frontal primary impact according to the present invention.

[0013] Fig. 4 displays a flowchart representation of pre-crash logic for a rear primary impact according to the present invention.

[0014] The construction designed to carry out the invention will hereinafter be described, together with other features thereof.

Detailed Description

- [0015] Referring now to the drawings in which like numerals represent similar elements or steps throughout the several views, a collision mitigation system is described herein. The collision mitigation system of the present invention comprises a controller that is electronically communicative with at least one object sensor. The controller determines an appropriate countermeasure for reducing the effects of a likely collision as a consequence of an object or objects sensed by the at least one object sensor.
- [0016] Referring to Fig. 1, a collision mitigation system 100 for a host vehicle 12 has a controller 14. Controller 14 is preferably a microprocessor-based controller that is coupled to a memory 16 and a timer 18. Memory 16 and timer 18 are illustrated as separate components from that of controller 14. However, those skilled in the art will recognize that a memory 16 and timer 18 may be incorporated into controller 14.
- [0017] Memory 16 may comprise various types of memory including read only memory, random access memory, electronically erasable programmable read only memory, and keep alive memory. Memory 16 is used to store various predefined thresholds and parameters as will be further described below.
- [0018] Timer 18 is a timer such as a clock timer of a central processing unit within controller 14. Timer 18 is capable of timing the duration of various events as well as counting up or counting down.
- [0019] The present invention comprises at least one sensor for sensing a first detection zone and a second detection zone, as described in detail below. One embodiment of the present invention comprises frontal and rear object sensors. Frontal object sensor 20 is coupled to controller 14. Frontal object sensor 20 may be comprised of one or more types of sensors including a radar 22, a lidar 24, and/or a frontal vision system 26. Frontal vision system 26 may be comprised of one or more cameras 28. The radar 22, lidar 24, and/or the one or more cameras 28 are capable of sensing the presence and the distance of an object from host vehicle 12 within a frontal detection zone, as described in detail below. Also, several radars or lidars may be used to determine the distance to an object using well-known triangulation techniques.
- [0020] Rear object sensor 30 is also coupled to controller 14. Rear object sensor 30 may also be comprised of one or more sensors including radar 32, lidar 34 and/or a rear vision system 36. Rear vision system 36 may be comprised of one or more cameras 38. The radar 22, lidar 24, and/or the one or more cameras 38 are capable of sensing the presence and the distance of an object from host vehicle 12 within a rear detection zone, as described in detail below. Again, several radars or lidars may be used to determine the distance to an object using well-known triangulation techniques.

[0021] Controller 14 is communicatively connected to a countermeasure activation system 40. Countermeasure activation system 40 is capable of activating one or more countermeasure attributes such as braking 42, accelerating 44 or steering 46 systems for mitigating the effects of likely frontal, rear or dual crash situations. Controller 14 determines at least one countermeasure attribute associated with the braking 42, accelerating 44 or steering 46 systems in response to signals received from frontal and rear object sensors, 20 and 30, respectively.

[0022] Fig. 2 displays a dual pre-crash situation response according to the present invention. Host vehicle 12 is positioned between vehicles 202 and 204 in a typical traffic situation. Frontal object sensor 20 generates an object signal when the presence of an object within a frontal detection zone 201 in front of host vehicle 12 is detected. Likewise, rear object sensor 30 generates an object signal when the presence of an object within a rear detection zone 203 in rear of host vehicle 12 is detected. Controller 14 is configured to determine the likelihood and severity of frontal and rear collisions. For the purposes of this embodiment, only frontal and rear collisions will be discussed, however, one skilled in the art will note that the present invention may be modified for mitigating various other angular collisions, including side collisions, as well.

[0023] Frontal object sensor 20 enables controller 14 to determine the likelihood and severity of a primary frontal impact. In the event that a frontal impact is deemed likely, rear object sensor 30 enables controller 14 to determine the likelihood of a secondary rear impact. Controller 14 may then determine a countermeasure attribute for reducing the combined magnitude of the primary frontal and secondary rear impacts.

[0024] Rear object sensor 30 enables controller 14 to determine the likelihood and severity of a primary rear impact. In event that a rear impact is deemed likely, frontal object sensor 20 enables controller 14 to determine the likelihood of a secondary frontal impact. Controller 14 may then determine a countermeasure attribute for reducing the combined magnitude of the primary rear and secondary frontal impacts.

[0025] Depending on the likelihood and severity of the pending frontal and/or rear impacts determined by the frontal 20 and rear 30 object sensors, controller 14 is responsive to mitigate the effects of a frontal impact, a rear impact or a combination of frontal and rear impacts. Controller 14 determines at least one countermeasure attribute for mitigating the combined magnitude of frontal and rear impacts which may include the deployment of an accelerating, steering or braking system. A countermeasure attribute may also include the deployment of an airbag restraint system, a barrier device, various other collision mitigation devices or a combination thereof.

[0026] Figs. 3 and 4 describe the controller logic for frontal and rear primary collisions, respectively. The scenarios presented in Figs. 3 and 4 can occur interchangeably wherein a likely frontal collision can be detected before a likely rear collision or vice versa depending on the sensed conditions. Therefore, in certain instances the steps of Fig. 3 may not necessarily precede the steps of Fig. 4.

[0027] As such, Fig. 3 displays a flowchart representation of pre-crash logic when a frontal sensor is sensing the likelihood of a frontal collision 300 according to the preferred embodiments of the present invention wherein a braking system 42 is used as a countermeasure attribute. In a first scenario, a likely frontal impact is detected with no likely rear impact. After starting, controller 14 at step 302 determines if the likelihood of the detected likely frontal impact, FL, and the likely severity of the detected frontal impact, FS, are greater than or equal to predefined threshold parameters, FL1 and FS1, respectively. Next, at step 304, controller 14 determines an appropriate brake level for reducing the detected likely frontal impact. At step 306, controller 14 determines if the likelihood of a secondary rear impact, RL, and the severity of such an impact, RS, are greater than or equal to predefined threshold parameters, RL1 and RS1, respectively. If RL and RS are not greater than RL1 and RS1, then controller 14 will determine a countermeasure attribute for activating braking system 42 to an appropriate brake level to reduce only the magnitude of the pending FL1 and FS1 frontal impact in step 314.

[0028] In a second scenario, a primary frontal impact of likelihood and severity, FL1 and FS1, is detected with a secondary rear impact of likelihood and severity, RL1 and RS1, wherein FL1, FS1, RL1 and RS1 are predetermined threshold parameters. After starting, controller 14 at step 302 determines if the likelihood of a primary frontal impact, FL, and the likely severity of such an impact, FS, are greater than or equal to predefined threshold parameters, FL1 and FS1, respectively. Next, at step 304, controller 14 determines an appropriate brake level to reduce the detected likely frontal impact. At step 306, controller 14 determines whether the likelihood of a secondary rear impact, RL, and the likely severity of such an impact, RS, are greater than or equal to predefined threshold parameters, RL1 and RS1, respectively. If RL and RS are greater than or equal to RL1 and RS1, then controller 14 determines an appropriate brake level to reduce the pending frontal and rear impacts at step 308. Continuing at step 310, controller 14 determines if the likelihood of the secondary rear impact, RL, and the likely severity of such an impact, RS, are greater than or equal to RL2 and RS2, wherein RL2 and RS2 are predetermined threshold parameters of greater magnitude than the RL1 and RS1 threshold parameters described above. If RL and RS are not greater RL2 and RS2, then controller 14 will determine a countermeasure attribute for activating braking system 42 to reduce the combined magnitude of the pending frontal impact and pending RL1 and RS1 magnitude rear impact in step 314.

[0029] In a third scenario, a primary frontal impact of likelihood and severity, FL1 and FS1, is detected with a secondary rear impact of likelihood and severity, RL2 and RS2, wherein RL2 and RS2 are predetermined threshold parameters of greater magnitude than the RL1 and RS1 threshold parameters described above. After starting, controller 14 at step 302 determines if the likelihood of a primary frontal impact, FL, and the likely severity of such an impact, RS, is greater than or equal to predefined threshold parameters, FL1 and FS1, respectively. Next, at step 304, controller 14 determines an appropriate brake level to reduce the pending frontal impact. At step - 306, controller 14 determines whether the likelihood of a secondary rear impact, RL, and the likely severity of such an impact, RS, are greater than or equal to predefined threshold parameters, RL1 and RS1, respectively. If so, then controller 14 will determine an appropriate brake level in step 308. Continuing at step 310, if controller 14 determines that RL and RS are greater than or equal to predefined threshold parameters RL2 and RS2, then controller 14 will determine an appropriate brake level to reduce an RL2 and RS2 magnitude rear impact at step 312. Controller 14 will determine a countermeasure attribute for activating braking system 42 to reduce the combined magnitude of the pending frontal impact and pending RL2 and RS2 magnitude rear impact in step 314. If controller 14 determines that RL and RS are not greater than RL2 and RS2, then controller 14 will determine a countermeasure attribute for activating braking system 42 to reduce the combined magnitude of the pending frontal impact and the pending RL1 and RS1 magnitude rear impact in step 314, as described above.

[0030] Fig. 4 displays a flowchart representation of pre-crash logic for a primary rear collision 400 according to embodiments of the invention of Fig. 1. In a first scenario, a primary rear impact is detected with no secondary frontal impact. After starting, controller 14 at step 402 determines if the likelihood of a primary rear impact, RL, and the severity of such an impact, RS, are greater than or equal to predefined threshold parameters, RL1 and RS1, respectively. Next, at step 404, controller 14 determines an appropriate throttle level and brake level to reduce the pending rear impact. At step 406, controller 14 determines if the likelihood of a secondary frontal impact, FL, and the likely severity of such an impact, FS, are greater than or equal to predefined threshold parameters, FL2 and FS2, respectively. If FL and FS are not greater than FL2 and FS2, then controller 14 will determine a countermeasure attribute for activating braking system 42 and accelerating system 44 to reduce only the magnitude of the pending RL1 and RS1 magnitude rear impact in step 414.

[0031] In a second scenario, a primary rear impact of likelihood and severity, RL1 and RS1, is detected with a secondary frontal impact of likelihood and severity, FL2 and FS2, wherein FL2, FS2, RL1 and RS1 are predetermined threshold parameters. After starting, controller 14 at step 402 determines if the likelihood of a primary rear impact, RL, and the likely severity of such an impact, RS, are greater than or equal to predefined threshold parameters, RL1 and RS1, respectively. Next, at step 404, controller 14

determines an appropriate throttle level and brake level to reduce the pending RL1 and RS1 magnitude rear impact. At step 406, controller 14 determines if FL and FS are greater than or equal to predefined threshold parameters, FL2 and FS2, respectively. If FL and FS are greater than or equal to FL2 and FS2, then controller 14 determines an appropriate throttle level and brake level to reduce the combined magnitude of the pending FL2 and FS2 magnitude frontal impact and pending rear impact at step 408. Continuing at step 410, controller 14 determines if FL and FS are greater than or equal to predetermined parameters FL3 and FS3, which are greater in magnitude than FL2 and FS2, respectively. If FL and FS are not greater than or equal to FL3 and FS3, controller 14 will determine a countermeasure attribute for activating braking system 42 and accelerating system 44 to reduce the combined magnitude of the pending rear impact and the pending FL2 and FS2 magnitude frontal impact in step 414.

[0032] In a third scenario, a primary rear impact of likelihood and severity, RL1 and RS1, is detected with a secondary frontal impact of likelihood and severity, FL3 and FS3, wherein FL3 and FS3 are predetermined threshold parameters greater in magnitude than FL2 and FS2. After starting, controller 14 at step 402 determines that the likelihood of a primary rear impact, RL, and the likely severity of such an impact, RS, are greater than or equal to predefined threshold parameters, RL1 and RS1, respectively. Next, at step 404, controller 14 determines an appropriate throttle level and brake level to reduce the pending RL1 and RS1 magnitude rear impact. At step 406, controller 14 determines whether the likelihood of a secondary frontal impact, FL, and the likely severity of such an impact, FS, are greater than or equal to predefined threshold parameters, FL2 and FS2, respectively. If FL and FS are greater than or equal to FL2 and FS2, then controller 14 will determine an appropriate throttle level and brake level to reduce the combined magnitude of the pending frontal impact and pending rear impact at step 408. Continuing at step 410, if controller 14 determines that FL and FS are greater than or equal to predefined threshold parameters FL3 and FS3, then controller 14 will determine an appropriate throttle level and brake level to reduce the combined magnitude of the pending rear impact and an FL3 and FS3 magnitude frontal impact at step 412. Controller 14 will determine a countermeasure attribute for activating braking system 42 and accelerating system 44 to reduce the combined magnitude of the pending rear impact and FL3 and FS3 magnitude frontal impact in step 414. If controller 14 determines that FL and FS are not greater than FL3 and FS3, then controller 14 will determine a countermeasure attribute for activating braking system 42 and accelerating system 44 to reduce the combined magnitude of the pending rear impact and an FL2 and FS2 magnitude frontal impact in step 414.

[0033] The present invention has been described in relation to particular embodiments, which are intended in all respects to be illustrative rather than restrictive. Alternate embodiments will become apparent to those skilled in the art to which the present invention pertains without departing from its spirit and scope. Accordingly, the

scope of the present invention is described by the appended claims and supported by the foregoing description.